

Amendments to the Claims

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently amended) An engine fastening structure ~~for connecting comprising:~~

~~a cylinder body or a cylinder head via the cylinder body to;~~

~~a an aluminum alloy crankcase with connecting bolts, characterized in that the crankease is constructed in such a manner that;~~

a crankshaft disposed in the crankcase;

a crankshaft bearing disposed around a journal portion of the crankshaft;

~~an iron alloy bearing member for supporting a the crankshaft bearing that is insert cast in an the aluminum alloy crankcase, in that the bearing member comprises comprising a bearing portion which surrounds surrounding the circumference of a journal portion of a the crankshaft,~~

~~a bearing collar that is formed as a separate unit from the bearing portion, which is inserted wherein the bearing collar is fit into the bearing portion so as to be disposed in place therein and in which and the crankshaft bearing is inserted to be fitted fit into the bearing collar, and~~

~~connecting boss portions which are integrally formed in such a manner as to extend the bearing member and extending toward a the cylinder body side from sides of the bearing portion which are situated on opposite across sides of a cylinder axis as viewed in a direction in which the crankshaft extends, and~~

~~in that the connecting bolts are screwed into the connecting boss portions, respectively to connect the cylinder body to the crankcase.~~

2. (Currently amended) An engine fastening structure as set forth in Claim 1, ~~characterized in that further comprising:~~

~~a case side flange portion which is integrally formed on the cylinder body is and connected to the crankcase with the connecting bolts,~~

~~which are disposed so as to wherein the connecting bolts overlap the crankshaft bearing as viewed in a direction in which a cylinder bore axis extends.~~

3. (Currently amended) An engine fastening structure as set forth in Claim 1 or 2, ~~characterized in that a wherein the connecting boss portion portions is provided which is disposed so as to overlap the cylinder bore axis as viewed in the a~~ direction in which the crankshaft extends.

4. (Currently amended) An engine fastening structure as set forth in Claim 3, ~~characterized in that further comprising:~~

~~a balance shaft is disposed in a vicinity of and in parallel with the crankshaft in the vicinity thereof, and in that wherein the balance shaft is supported by the iron alloy bearing member.~~

5. (Currently amended) An engine fastening structure as set forth in Claim 4, ~~characterized in that wherein:~~

~~the crankcase is of a left and right divided type in which the crankcase is divided into left and right case portions in the a direction in which the crankshaft extends, and~~

~~in that the bearing member is embedded in a side wall of each of the left and right case portions so as to support and supports left and right journal portions of the crankshaft.~~

6. (Currently amended) An engine fastening structure as set forth in Claim 5, ~~characterized in that wherein:~~

~~the balance shaft which rotationally supports a balancer weight and is also used as a connecting bolt for connecting the left and right crankcase portions together, and~~

~~in that a flange portion which abuts with abutting an outer surface of the bearing member is formed at one end portion of the balance shaft, whereas and a threaded portion on which a nut member is to be screwed is formed at the an other end portion of the balance shaft.~~

7. (Currently amended) An engine fastening structure as set forth in Claim 6, characterized in that wherein a cylinder body side end face of the connecting boss portion is embedded positioned inwardly without being exposed to a cylinder body side mating surface of the crankcase.

8. (Currently amended) An engine fastening structure as set forth in Claim 1, characterized in that wherein a gear is provided on the crankshaft so as to be positioned closer to a shaft end side than the crankshaft bearing, and in that the an outside diameter of the bearing collar is set larger than the an outside diameter of the gear so provided.

9. (Currently amended) An engine fastening structure as set forth in Claim 4, characterized in that wherein the bearing member comprises left and right bearing members, and in that the balance shaft is suspended by the left and right bearing members.

10. (Currently amended) An engine fastening structure as set forth in Claim 9, characterized in that wherein the balance shaft is supported by the bearing member so as to be situated between the crankshaft and the connecting boss portions as viewed in a direction normal to a plane containing the cylinder bore axis and a crankshaft axis.